

Third, the bill increases the number of INS border inspectors in each fiscal year, 2000–2002, by not less than 300 full-time persons each year. These new INS inspectors must be equally assigned to the northern and southern borders. Similarly, Customs inspectors must also be increased at the land borders by not less than 150 full-time persons in each fiscal year, 2000–2002, and the Customs inspectors in each year must be evenly assigned to the northern and southern borders.

Section 110 of the 1996 Immigration Reform Act mandated that an automated entry-exit system be established that would allow INS officers to match the entrance date with exit dates of legally admitted aliens. Congress included this section at the last minute during the House-Senate conference with the intent of solving the problem of overstaying visa holders—aliens who enter the United States legally but overstay their allotted time. Because the U.S. does not have a departure management system to track who leaves the United States, a new entry-exit system was thought to be the best vehicle to solve the problem.

In the rush to complete the bill before the end of the fiscal year on September 30, 1996, conferees did not have time to give this provision the scrutiny it deserves. Any attempt to install a documentation system will bring intolerable chaos and congestion to a system already strained.

As representative of the 29th district of New York, I have a particular interest in the problem of delays and congestion at our northern border crossings. My district, which includes Buffalo and Niagara Falls, has more crossings than any other district along the border. In a relatively small area, we boast four highway bridges and two railroad bridges. I know from personal experience the problems that delays and congestion can cause at these crossings.

Last year, more than 116 million people entered the United States by land from Canada. Of these, more than 76 million were Canadian nationals or United States permanent residents. And more than \$1 billion in goods and services trade crossed our border daily. To implement section 110 as it now stands would not only impede this traffic flow, it would contravene the United States-Canada Shared Border Accord which was intended to facilitate increased crossings of people and goods between our two countries.

Moreover, it is important to recognize the sense of borderless community that those living on the United States and Canadian sides of the border experience on a daily basis. Friends, family, and business associates travel easily, indeed seamlessly, across this invisible border to shop, enjoy theater and restaurants, athletic events, and other recreational opportunities. And, during last year's long struggle over this issue, I learned that many of my southern border colleagues represent districts that have similar experiences and stories about interrelated cross-border communities that otherwise would be injured by section 110.

Mr. Speaker, I believe my bill comprehensively addresses the problematic issues that are found in section 110. It is critical that section 110 as it currently stands be amended in order to avoid unnecessary chaos at both the

northern and southern land borders and sea ports and give INS the necessary time to implement in an effective and affordable manner the current automated system at all airports. An automated entry-exit system elsewhere must not be implemented without careful consideration of the many issues involved. The Border Improvement and Immigration Act of 1999 will provide us with the necessary time and information for making a reasoned decision on whether to go forward with such a system.

ON THE "Zzzzz's" TO "A's" ACT

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 24, 1999

Ms. LOFGREN. Mr. Speaker, I rise to introduce the "zzzz's to A's Act" and to draw attention to an important issue for high school students across the United States.

Those of us who have teenagers know how tough it is to get them out of bed early in the morning. My 14-year-old and 17-year-old are bright, eager students. But you would never know it when they have to wake up at the crack of dawn. They feel wiped out instead of raring to go.

I knew there had to be an explanation, other than laziness or rebellion. My answer came a year ago, when I read about scientific findings confirming that puberty changes the body's sleep cycle in such a way that makes it difficult—if not impossible—for most teens to fall asleep before 10 p.m. and to awaken early in the morning. Scientists also report that teens need more sleep than they will ever need again in life—at least 8 to 10 hours a night.

It doesn't take a rocket scientist—or a sleep scientist, in this case—to put these two facts together and realize that when high schools start before 8 a.m., kids are in class when they are sleepy. This sleep deprivation has harmful effects on learning abilities. It can lead to academic, behavioral, and psychological problems. Sleep deprivation also puts teens at risk for accidents and injuries, especially when driving.

There's a simple solution: adjust high school hours to be in sync with teenagers' body clocks. As a mother I saw the need for change, and, as a Member of Congress I thought I could help. Today, I am reintroducing legislation to put teens in school during their most alert hours.

My bill, called the "Zzzzz's to A's Act", could do more for improving education and reducing teen crime than many other more expensive initiatives. It encourages school districts to consider pushing back starting times—not shortening the school day. My bill would make it easier for districts to do so by providing a federal grant up to \$25,000 to help cover administrative and operating costs associated with changing hours.

A number of school districts across the country are looking at adjusting their hours, and handful already have. The districts in Minnesota, Arizona, and Kentucky that now start classes later have seen grades improve and student aggression decline.

In addition to boosting academic performance, adjusting school hours helps mitigate the problem of juvenile crime. It keeps teens off the streets during the late afternoon hours when they are most likely to commit or be the victim of crime. FBI data shows that almost half of all violent juvenile crime occurs between 2 p.m., and 8 p.m., when many adolescents are without supervision.

My "Zzzzz's to A's" legislation has been endorsed by the nation's leading sleep researchers and by organizations from the National Sleep Foundation to Kids Safe Education Foundation and Rock the Vote.

Teens are paying a heavy price for following the old adage "Early to bed, early to rise." It's time for high schools to synchronize their clocks with their students' body clocks so the teens can go from "Zzzzz's" to "A's."

THE 40TH ANNIVERSARY OF THE NORTHSHORE SCHOOL DISTRICT

HON. JAY INSLEE

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 24, 1999

Mr. INSLEE. Mr. Speaker, this year the Northshore School districts celebrates its 40th Anniversary. I am honored to commemorate such a wonderful event.

The Northshore School District is responsible for over 20,000 students in King and Snohomish Counties, and is the eighth largest school district in Washington State. It's current board members, Jean Fowler, Tim Barclay, Sue Paro, Kirby Larson, and B.Z. Davis, devote countless hours of selfless service to the most valuable resource in this country—our children. Through their involvement, board members ensure that Northshore students have the knowledge and skills to be successful and productive citizens in the 21st Century.

Thank you, Northshore School District Board, for your commitment to education and congratulations, again, on your 40th Anniversary.

COMMON SENSE APPROACH TO SANCTIONS

HON. PHILIP M. CRANE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 24, 1999

Mr. CRANE. Mr. Speaker, today, I am pleased to join with so many of my colleagues on a bipartisan basis in reintroducing legislation, the "Enhancement of Trade, Security, and Human Rights through Sanctions Reform Act," intended to establish a common sense procedural framework for consideration of future U.S. unilateral sanctions.

Sanctions reform is necessary because the proliferation of unilateral economic sanctions is causing lasting damage to America's reputation as a reliable supplier in the global marketplace. It is estimated that U.S. sanctions cost \$15 to \$19 billion annually in lost U.S. exports and over 200,000 high-wage U.S. jobs.

Moreover, experience has shown us that unilateral sanctions don't work. A wide variety